JOURNAL ADVERTISING STATIONS. BRANCH OFFICES-

THE JOURNAL

Have been conveniently located at the following ADVERTISEMENTS WILL BE TELEPHONED Direct to this office at regular rates. 6 CENTS PER LINE OF SEVEN WORDS.

-STATIONS-Alabama and 7th Sts.—S. Muhl.
Bellefontaine St.. No. 400—Claude Fields.
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Clifford Ave., No. 324—Philip Miller.
College Ave. and 7th St.—Geo. C. Fisher.
Columbia Ave. and 7th St.—Geo. C. Ruch.
Columbia and Hill Aves.—B. C. Hampton.
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Indiana Ave. and Vermont St.—R. P. Bl.
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New York and Nobie Sts.—E. H. Enners.
New York No. 278 West—F. L. Wolcott.
Pine. No. 201 South—A. L. Walker. inois and 22d Sts.-Frank Keegan.

ine. No. 201 South-A. L. Walker.

Fine. No. 201 South—A. L. Walker.

Senate Ave. and 3d St.—A. M. Eyster.

Senate Ave., No. 1053 North—E. E. Steward.

Shelby St., No. 183—C. A. Eitel.

Talbott Ave., No. 350—M. Schwartz.

Virginia Ave. and Coburn—C. G. Mueller.

Virginia Ave. and McCarty—M. C. Staley.

Wash. St. and State Ave.—N. S. Driggs.

Wash. St., No. 703 East—Baron Bros.

West St., No. 503 North—C. W. Eichrodt.

Yandes and 8th Ste.—Divon Yandes and 9th Sts .- Dixon.

wwwwww SERRIN-Dr. J. S. Serrin, at his late residence. 381 North New Jersey street, at 11:45 p. m., Sunday, Dec. 13. Funeral notice later. BINGHAM-Joseph J., died at the family resi-dence, 546 North Meridian street, Saturday

WILMINGTON-Oscar M. Wilmington, at Evansville, Ind., of typhoid fever, at noon, Dec. it.

Age, twenty-four years, eleven months, sixteen days. Funeral at his mother's residence, 124 St.

Mary street, Monday at 2 p. m. Friends invited. M'VICKER-Achurm Worley, died Dec. 13, at 10:30 a. m., at the residence of his son-in-law, in the line of holiday goods or heavy groceries; m. Monday. Burial private. Dayton papers please copy.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN-172 North linois street. Lady embalmer, for ladies and children. open. Telephone 641. Office always

WANTED-MALE HELP. WANTED-Sawmaker for shop in the South One fully competent to perform all work rein the manufacture of saws. Address SAWS, postoffice box 1592, Philadelphia, Pa. WANTED-An idea. Who can think of some simple thing to patent? Protect your ideas; hey may bring you wealth. Write JOHN WED-DENBURN & CO., patent attorneys, Washing-ton, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.

WANTED-MISCELLANEOUS. WANTED-Any lady or gentleman out of employment to work for a good salary. Call on MISS NORA MARSHALL, No. 10 Huron street,

FINANCIAL. 

LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. TO LOAN-A large sum; amounts to suit; com mission and expenses lowest. No gold clause. NEWTON TODD, 6 ingalls Block. MONEY-To loan on Indiana farms. Lowest rates, with partial payments. Address C. N. ILLIAMS & CO., Crawfordsville, Ind. LOANS-Sums of \$500 and over.

C. E. COFFIN & CO., 90 East Market street. LOANS-Any amount. On furniture, planos, store fixtures, etc. Reasonable rates. (Confidential.) E. J. GAUSEPOHL, 21/2 West Wash-MONEY-To loan on Indiana farms. Lowest

market rate; privileges for payment before due. We also buy municipal bonds. THOS. C. DAY & CO., Rooms 325-339, third floor Lemcke Building, Indianapolis. FOR SALE OR EXCHANGE.

PROPERTY FOR SALE OR EXCHANGE-By C. W. Phillips, 70 Monument place.
Roller Process Flouring Mill and Elevator; capacity 25,000 bus.iels; 200 barrels daily; best agricultural district; junction of five railroads.

Printing Office, Republican Paper; good subscription list; one Cylinder Press and two others; Gas Engine; fully equipped for business. Four fine farms, well located; with good or-Assortment of Dwellings, worth from \$1,000 If you wish bargains, now is your chance. Will

NOTICE. NOTICE-A meeting of the stockholders of the Star Saving and Loan Association will be held Dec. 22, at 7:30 p. m., at the office of the associato consider the proposed banges in the ws.

H. M. HADLEY, President.

H. H. FAY, Secretary. FOR SALE.

FOR SALE-Hotel. Twenty-two rooms, nicely furnished. 78 and 80 West Maryland street. FOR SALE-Frame house, twelve rooms, nearly neighborhood, but not among nabobs; street imved and sewers built. Worth \$12,000; \$5,000 cash. nce on long time at 6 per cent., but no trade taken. Owner wishes to leave city; house too good to rent at any price. Such a chance occurs but rarely in a lifetime. Might sell most of the ire at a fair price. For particulars, address "FRAME HOUSE," or call at 232 College avenue before Christmas, but not afterwards.

LEGAL ADVERTISEMENTS. NOTICE TO CONTRACTORS.

Notice is hereby given that scaled proposals Clay county, Indiana, until 12 o'clock noon, at courthouse in the city of Brazil, said county WEDNESDAY, JAN, 20, 1897,

improvement of certain highways in razil, Jackson and Cass townships, Clay county, adiana, to be known as the F. H. Tapy et al. Free Gravel Road, a total length of fifteen (15) miles and 2,357 feet, by grading and graveling and otherwise improving of same in accordance with ies, plans and specifications now on file in ditor's office in said county. Parties submitting proposals for performance said work will be required to accompany me with bond in double the amount of their sid, for the faithful performance of their conet, if awarded, according to the plans, spections and profiles as aforesaid, and for the ment of all material used in the construction said road, and for all labor and board of laers emplayed thereon

Blank honds can be procured upon application to the county auditor. The said board of commissioners reserve the right to reject any and all bids. In witness whereof, the said board of oners aforesaid, have hereunto set their ands and affixed the seal of the Commissioners' Court of said county, at the courthouse, in the city of Brazil, this 12th day of November, A. D. JOHN D. HUFFMAN. EUGENE CORSAW,

THOMAS PHILLIPS.

Auditor of Clay County. IN THE MATTER OF CONTRACT FOR

ROBERT H. TORBERT.

COAL For the Marion County Asylum for the Poor, and for the Poor of Center Township. otice is hereby given that on or before 1 o'clock a. m., Tuesday, Dec. 22, 1896, the Board of Commissioners of Marion county, Indiana, will eceive sealed bids for furnishing for the year 897, clean, lump coal in car lots, for the County sylum for the Poor of said county, to be de red on the Insane Hospital Railroad switch.

in Wayne Lownship; and cleo for furnishing coal of like kind for the poor of Center township of said county, to be delivered in such quantities and at such places as the trustee of said townsids to be accompanied by satisfactory bonds. The board reserves the right to reject any and

Witness our hands, this 19th day of December, HENRY L. HARDING, JAS. E. GREER. JOHN M'GREGOR. ioners of Marion County.

HARRY B. SMITH, Auditor. IN THE MATTER OF THE BURIAL OF

Notice is hereby given that on or before 10 o'clock a. m., on Tuesday, Dec. 22, 1896, the Board of Commissioners of Marion county, Indiwill receive sealed bids for the burying of he poor of Marion county, according to the srms of the order made herein by said board, or the year 1897; coffins to be stained, variabled and muslin lined, with plated thumb crews and name plate, undertaker to conduct uneral, deliver body to cemet.ry, and furnish ne back and hearse if demanded. board reserves the right to reject any and all bids, and to accept no bid unless accompanied by good and sufficient bond. our hands, this 10th day of December HENRY L. HARDING, JAS. E. GREER,

HARRY B. SMITH. Auditor.

JOHN M'GREGOR.

ers of Marion County.

CLAIRVOYANT.

CLAIRVOYANT-Mrs. T. Griswold, the great clairveyant and paimist, tells you every hope, fear and ambition of life; everything revealed; gives advice on business, love and marriage. Office and residence, 2% East South street.

STORAGE. STORAGE-Indianapolis Warehouse Co., 265-273 S. Penn. st., Pennsylvania tracks. Phone 1343.

PALMIST. PALMISTRY-Juanita, the Gypsy palmist, Readings 25c up. 88 West Ohio street.

NEARING THE MAXIMUM

LOCAL RAILWAYS SHOW A HAND-SOME INCREASE IN TONNAGE.

5,000-Mile Ticket to Be Given a Test-More Men to Be Transferred to Vandalia from Eastern Lines.

The train records show a handsome increase in loaded car movement in the week ending Dec. 12 over the preceding week, in fact the largest | 1 be removed to Dubuque, Ia. movement in any week of many months, and were cars to be had the business of last week would have reached the maximum. Every road would have reached the maximum. Every road centering here is short of cars to handle the freight offered. Last week there was received and forwarded at Indianapolis over the fifteen North Alabama street. and forwarded at Indianapolis over the fifteen apolis in the week ending Dec. 5, and 1,618 fewer | to a higher position. than were handled at this point in the correhave been more than overcome this year had cars | dustries of the company. been in ample supply. East bound there continues to be a large movement of grain for exorning. Funeral to-day at 10:30 a. m., from port, but less flour than in December of last year. The last few days shipments of live stock have ZUMPFE-Maggie Zumpfe, wife of William been heavier, and the shipments of dressed Funeral Tuesday morning. 10 o'clock, from resi-meats and provisions are large for December. Within the last thirty days a larger tonnage of gongs are sounded. poultry, eggs and other produce has been tinues light, except in the higher-class freights proving as the manufacturers increase their out- the railroad shops and talk to the shopmen. handling more coal and lumber than at the corresponding period last year. At the stock yards and the packing houses a very satisfactory ness is in progress. Receipts of stock are large and the demand active. The sale stables are receiving and shipping seventy-five to eighty carloads of horses per week, which adds much to the activity about the yards and on the Belt road, and business has so increased that some of the roads have been obliged to put on additional switching engines and crews. Below is given the car movement for the week ending Dec. 12 and for the corresponding weeks of 1894

H. & D.-Ind'pls div..... enn.-J., M. & I. Penn.—Chicago div.... Penn.—Columbus div... E.-East div.. E.-West div. sig Four-Chicago div. Big Four-Cincinnati div ..... 2.971 2,940 Big Four-St. Louis div. 2,018 Big Four-Cleveland div... Empty cars..... 4,689 5,512

Union Pacific Reorganization. The Union Pacific collateral trust note reorganization committee, consisting of John G. Moore, James W. Alexander, of New York city. and Edwin F. Atkins, of Boston, will issue its plan of reorganization Monday for the reorgan-

note trust, and, it is understood, will work in harmony with the general reorganization committee of the Union Pacific Railway. The plan calls for deposits of the three-year collateral its indenture of Sept. 4, 1891. As the notes are now over two years overdue, it is proposed, in in early foreclosure and sale of the collaterals held in the trust and their purchase by a new Union Pacific Securities Company. The amount f \$10,000,000, which are to be exchanged at par for notes deposited under the plan, and are to be ecured by the same collateral. Five million dolthe old notes to the extent of 50 per cent. of the par value of the notes. The remaining bonds, 1,500,000, are to be held in the treasury of the new company to be used with the consent of the trustee of the mortgage in the protection of the ecurities held in the collateral mortgages by oining in plans of reorganization, payment of ssessments under such plans, and other purposes onnected with the business of the company. The ime for declaring the plan effective is limited to outlined as follows by the secretary of the committee: 'It is proposed to reorganize the trust securities in harmony with the reorganization of the Union Pacific Railway. The character of the securities is such that this method of reorganizaion is required to best preserve and enhance their value. The present enterprises promoted by the Union Pacific Railway Company are so related to it that the best result to both inter-

ests can only be obtained by such a harmonious reorganization. It is obviously to the interest of noteholders, as well as to that of the holders f all fixed obligations of the railway company. hat the properties represented in the trust should not be scattered in ownership and administration, but should be kept together and administered for the common advantage of the security this purpose. The holders of notes are called on to accept a 5 per cent. obligation in lieu of an overdue 6 per cent. obligation, secured upon the same collateral; the difference in the interest rate and the possibilities of increased value resulting from holding the securities together and administering them as proposed by the commit-tee as represented by the stock of the new company, to be issued to the assenting noteholders in the proportion fixed by the plan."

The depositories under the plan of the organization are the Mercantile Trust Company, of New York, and the American Loan and Trust Company, of Boston, which will receive deposits under the plan Monday.

Monster Locomotives. The Buffalo, Rochester & Pittsburg will this week put one of the largest locomotives into service running on any road in this country. It is a mogui weighing 184,000 pounds exclusive of the tender and 267,000 pounds with it. The parts were constructed at the Brooks works, of Dunkirk, and then taken to the Lincoln Park shops of the Buffalo, Rochester & Pittsburg, where the United States, and but three of these have a slightly larger tonnage. These are used by the Erie as pushers on the hill coming west out of Jersey City, and on the Grand Trunk in the St. Clair tunnel in Canada. The Buffalo, Rochester & Pittsburg engine will be used in the coal regions, and will run from Clarion junction to Mt. Jewett. over a heavy grade. Its enormous hauling power will be used to take empties to the mines and to haul out the loaded cars. For the latter purpose the engine is equipped with a new pattern air brake, which will materially add to the safety of drawing loads down heavy grades. The masodon is one of a contemplated order of seven will be equipped with all modern improvements, among them being the new power brake, automatic valves in every part of the latest pat-tern, and steel-tired wheels under both engine and tender. It will also be equipped with a National electric headlight, similar to the one now used by the company on engine No. 1, which runs from Rochester to Bradford.

The Five-Thousand-Mile Ticket. The Western passenger officials and traveling salesmen who have been for years laboring for a five-thousand-mile ticket will now have an opportunity to test its merits, as the Joint Traffic Association board of managers have formally approved the issuing of such a ticket. The resolution of the managers reads:

"That the interchangeable five-thousand-mile tickets of the personal photograph form, agreed to be issued and sold by companies comprising and in the territory of the Central Passenger Committee, at not less than \$100 for each of said tickets, may be accepted for passage to and from the western termini of the trunk lines under con-ditions and rules now submitted and filed with the commissioner of this association. is, however, understood that such tickets shall not be exchanged or accepted for passage upon extra fare limited express trains, and that no change shall be made as to said rules or tickets, or the conditions attaching thereto, in any respect applicable to or from the said termini without the prior consideration and approval

of the managers." Traffic Notes.

The Monon handled at Indianapolis last week 687 cars, 497 being loaded, an increase over the preceding week of ninety-five. In the week ending Dec. 12 there were handled at this point 4,649 empty cars, 236 fewer than in the week ending Dec. 5. The Lake Erie & Western handled at Indianapolis last week 567 cars, 439 being loaded, an increase over the preceding week of thirty-two. The Vandalia handled at Indianapolis last "Yes, Cl week 2,527 cars, 2,025 being loaded, an increase with you."

over the preceding week of 129 loaded cars. The road brought in 1,304 loaded cars, against 721 sent west. The Cincinnati, Hamilton & Dayton handled at Indianapolis last week 814 cars, 684 being oaded, an increase over the preceding week of The four Pennsylvania lines handled at In-Hanapolis last week 5,089 cars, 3,629 being loaded. an increase over the week ending Dec. 5 of 200 The Peoria & Eastern, on both divisions, han-Hed at Indianapolis last week 2,633 cars, 1,550 being loaded, an increase of ten cars over the

The Indiana, Decatur & Western handled at Indianapolis last week 548 loaded cars, six more than in the week ending Dec. 5, and would have made a more favorable exhibit had the road cars The Big Four lines (proper) handled at Indianapolis last week 10,892 cars, 9,331 being loaded, an increase over the preceding week of 710. The Chicago division did the heaviest business in any week of the present year. The movemen of empty cars last week on the Big Four was the lightest of any week in some years.

preceding week.

lines 23,377 cars, 18,638 being loaded, being 1,836 W. F. Perdue, general trainmaster of the Enter more loaded cars than were handled at Indian- on Jan. 1 come to the Vandalia to be advanced E. B. Coolidge, for fifteen years general agent of the Wheeling & Lake Erie at Detroit, has sponting week of 1895, a falling off which would been appointed general manager of the coal in

stock yards 1,163 cars of stock, and for privat industries on its line \$13 cars. Two large electric gongs have been placed the station sheds of the New York Central a Rochester, and as a train approaches either from the east or west a mile from the station these The freight department of the Southern Pacific estimates that the shipments of oranges this amounting to 8,375 carloads. Last year the road brought to Eastern markets 7,000 carloads. James Burwick, the Panhandle freight con David Cady, 1624 North Meridian street, aged in the latter the tonnage averages well with eighty-three years and eleven days. Funeral at former years. Local business is gradually im-R. Kendrick, vice York, New Haven & Hartford, died suddenly or Friday night. He was for many years genera superintendent of the Old Colony road, and one the veterans in railroad service of New England Col. Frank Barksdale, at the head of the ac vertising department of the Pennsylvania road, credited with being the most resourceful man i that branch of service in the country. His at methods of advertising have placed him in th

General Manager W. M. Greene, of the Balti- | New Hampshire ... 4) more & Ohio, says that there is no truth in the report that the B. & O. is back of the Benton Harbor & Southeastern, now under construction, railroad, which is being located in Indiana. Engine 106, on the Cincinnati, Hamilton Dayton, has been transferred to the main line to haul the fast express between Cincinnati and Toledo. This fast train has become the most popular run on the main line. Engine No. 12 has been rebuilt and will hereafter haul the pay car train and light specials. The agricultural experiment of the Chicago Burlington & Quincy in Kansas and Nebrask has given agriculture such an impetus in the

two States that all other industries have in a measure been overshadowed. On the "Q's" model farms large crops have been raised in dry years as well as in the more favorable years. At the suggestion of Receiver Murray, of the Baltimore & Ohio, to encourage industries on the line, new sidings are to be put in and in other cases lengthened. When Mr. Murray was on the Big Four he advocated such improvements, and o-day the most prolific source of revenue of the Big Four is from the business carried over these

Queen & Crescent Trains 1 and 2, known as the New Orleans and Florida limited, made the following record for the last twenty-three days in November. Train No. 1 arrived at Chattanooga on time twenty times, less than twenty minutes late twice and less than ten minutes late once Train No. 2, northbound, arrived at Cincinnat on time twenty times, late three times. The New York & New England proposes light portions of its track with electricity. The consolidated engineers believe that if four electric lights are placed on a mile of straight road they will preclude any possibility of accident from the rare causes against which the block system cannot be a sure precaution. The trolley feed wires will carry a current at pressure sufficiently high to feed the light.

During the five years that Austin Corbin, leceased, was president of the Long Island Railroad he expended \$4,500,000 in improvement of the property, and at the time of his death the road business than ever before. During the time the company earned its fixed charges of every description, and also a large surplus for dividend

the depressed times, paid more atention to keep-

ing its passenger service and passenger equip

ment up to the standard than the Pennsylvania lines. Many old coaches were disposed of and

they have been replaced by new standard Penn-sylvania cars, and the through trains on the Panhandle and Pittsburg, Fort Wayne & Chi-Southwestern limited left Albany, N. Y., five minutes late and arrived in Buffalo a few minutes ahead of time. The twenty-six miles from Oneida to Rochester were run in twentyeight minutes, eight minutes faster than the schedule of the Empire State express between the points named, and the Southwestern limited hauled seven cars, the Empire State but four There is a new phase in the celebrated Hocking Valley litigation which promises to revive it again. The suit was brought originally by James J. Belden against Judge Stevenson Burke and others for the restoration of \$8,000,000, which it was alleged the bondholders of the Columbus, Hocking Valley & Toledo had been deprived of through a conspiracy. The action was dismissed at a special term by Judge Ingram, and it was supposed that the matter had been dropped. The passenger department of the New York Central has issued a neat advertisement in pam-phlet form, giving an account of the trip of Prince Hilkoff, imperial minister of ways and amunications of Russia, from New York to Buffalo and Niagara Falls. The book is illustrated with cuts of the party, of the train which hauled them, and also of the improvement in

to the present time. The following apointments have been made on the Pennsylvania road: Almet E. Reed, from superintendent of the Sunbury division to superintendent of the Altoona division, to fill the vacancy caused by the death of Robert E. Mar shall; W. B. McCaleb, from superintendent o Bedford division to superintendent of the Sun-bury division, and F. B. Abercrombie, from assistant engineer to superintendent of Bedford di-vision. Mr. Reed and Mr. Abercrombie entered the engineering department of the Pennsylvania in 1675, and Mr. McCaleb the engineering corps

quipment from the early days of railroading up

"WHAT SHALL I GIVE?" The Holiday Conundrum Once More Demands an Answer.

Philadelphia Record "What shall I give?" is the burning question of the hour, and a hint or two may not come amiss. To the lover we would suggest that it would be wise to find out what the fair one most desires if he wants to mark Christmas day with a white stone, for she will smile more graciously on a trifle that she covets than upon the most gorgeous gift which she does not crave. To the "layde faire" we would whisper that it is not wise to give slippers or tobacco pouches to the club man who rarely lounges in his room, or a cane or ring to the steadfast adorer who has no fondness for ornait may be commented that there is a tradition in Philadelphia that a popular preacher, some few years ago, received 200 pairs, which he promptly sent to a hospital on New Year's day. To the anxious friends who stand perplexed before the embarrassment of riches in the shops it is time to hint that a quiet quarter of an hour at home will solve the problem sooner than a day in the stores. Every man, woman or child alive has his or her individual preferences, and wise is the friend who studies them at Christmas time. A plain, neat book will make the eyes of the literary girl light up with joy when a lace handkerchief would leave society girl aghast, while a dainty

way, but the giver who confuses them is laying up future misery. I always give to my friends the things I want most for myself." said a generous woman, not long ago, but it is a safer plan to give what they most desire, if you can find out what that is, and after all it is not a difficult matter if one sets about it in the right way. Some families have formed the habit of making Christmas lists, and they are an untold blessing to busy people. There, in seductive array, are a score of things which the writer of the list especialy wants, from a diamond to a bottle of perfume, from a handkerchief to a sealskin coat, the prices form a sliding scale, from which any giver may choose, and no matter which end is selected the gift is sure to be something that was wanted.

question then is: "What shall I give?-the

trifle for her toilette could not fail to

please. Each type is a good one in her own

The Heroic George. New York Commercial Advertiser. 'Ah, George!' she sighed, "you must do something heroic, something brave, before "Yes, Clara, I will. I will go shopping THE POPULAR VOTE.

Compilation Giving the Complete and Official Poll in Nearly Every State in the Union.

Philadelphia Press. In the following table the official vote from forty-two States is given, and the unofficia vote from the remaining three States, California, Utah and West Virginia. The total poll reached nearly 14,000,000, and when all returns from the scattering vote are in it may touch or pass that limit. In estimating the strength of free silver the Bryan-Watson vote should be added to the Bryan-Sewall vote. And in estimating the sound-money strength the Palmer-Buckner vote should be added to the McKinley vote. This would leave the sound-money plurality over 700,000:

an increase over the preceding week of 710. The	reare the sound money plus	The second second	1 100,000.	B00700			
Chicago division did the heaviest business in	THE RESIDENCE OF THE PARTY OF T	Bryan	Bryan	Palmer			
any week of the present year. The movement		and	and	and	Prohi-	14	
of empty cars last week on the Big Four was	McKinley.	Sewall.	Watson.	Buckner	bition.	Scatt'r'g.	Total.
the lightest of any week in some years.	Alabama 54,737	107,137	24,089	6,464	2,147	*****	194,574
	Arkansas 37,512	110,103	110000000000000000000000000000000000000		1,732		149,347
Personal, Local and General Notes.	California 146,217	142,926	*****	*****	=77400		289,143
N. C. Dean, superintendent of the Vandalia			0.000	*****	2.110	*****	189,658
main lines, went to Pittsburg to spend Sunday.	Connecticut 26.279	158,880	2,389	4 004	1 200	1 202	174,383
	Connecticut 110,288	56,734	*****	4,334	1,804	1,223	
Harry King, a veteran passenger conductor on	Delaware 20,450	16,547	22722	966	*****	*****	37,963
the Panhandle, is off duty on account of illness.	Florida 11,285	30,383	2,137	2.026	789	****	46,620
B. S. Hutchinson, claim agent of the Pan-	Georgia 60,190	94.332	*****	2,708	*****	*****	157,230
handle lines, has gone to Philadelphia on busi-	Idaho 6,324	23,192	*****	*****	181	*****	29,697
ness.	Illinois 607,130	464,523	*****	6,390	10,588		1.088,631
On Saturday The 10 ste Die Done will son an	Indiana 323,754	305,576		2,145	5,324	329	637,128
On Saturday, Dec. 19, the Big Four will run an	Iowa 289,293	223.741		4,516	3,645	352	521,347
excursion to Chicago at \$3.75 rate for the round	Kansas 159,345	126,660	44,954	1,209	2,231	1,240	335,639
trip.	Kontucky 919 171		41,001	THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW	4,781		445,956
The office of J. F. Marzy, assistant general pas-	Kentucky 218.171	217.890	*****	5,114	4,101	*****	
senger agent of the Illinois Central, will on Jan.	Louisiana 22,037	77.175	21232	1,834	2.222	*****	101,046
1 be removed to Dubuque, Ia.	Maine 80,245	32.217	2,381	1,864	1.571	*****	118,458
Ex-General Manager Windsor's suit against the	Maryland 136,978	204,764	*****	2,507	6,058	588	250,895
officials of the Seaboard Air-line for \$100,000 has	Massachusetts 278,976	90.530	15,181	11,749	2,998	2,134	436,568
been settled out of court.	Michigan 293,327	237,251		6,930	6,777		544,285
	Minnesota 193,501	139,626		3,202	4,343	867	341,539
J. F. Youse, jr., of Wellston, O., general agent	Mississippi	55,933	7,320	1.021	390		69,513
of the Hocking Valley & Toledo, with his fam-	Miccouri 204 040				2,461	610	674,018
ily, spent Sunday at the home of his parents, on	Missouri 304,940	363,652	*****	2,355	2,101	610	
North Alabama street.	Montana 10,490	43,680	*****	2.000	1	*****	54,170
W. F. Perdue, general trainmaster of the Erie	Nebraska 103,064	115,999		2,883	2,040	186	224.172
& Pitsburg division of the Pensylvania lines, will	Nevada 1,937	7,775	573		*****	*****	10,285
on Jan. 1 come to the Vandalia to be advanced	New Hampshire 54,442	21,271	379	3,420	825	228	80,565
to a higher position,	New Jersey 221,367	133,675		6.373	5.614	3,985	371,014
2.17.4.7.18.17.17.17.17	New York 795,271	543,835		12,829	6,550		1,358,485
E. B. Coolidge, for fifteen years general agent	North Carolina 155,222	174,488					329,710
of the Wheeling & Lake Erie at Detroit, has	North Dakota 26.178	The second secon		*****	340	****	
been appointed general manager of the coal in-		20,421	5 017	4 000		1 100	46,939
dustries of the company.	Ohio 525,989	474,880	2,615	1,857	7,784	1,167	1,014,292
There were transferred over the Belt road last	Oregon	46.739	1/212	979	919	11111	97.348
week 15,638 cars. Belt engines handled at the	Pennsylvania 728,300	427,127	6,103	10,921	19,374	1,683	1,193,508
stock yards 1,163 cars of stock, and for private	Rhode Island 37,437	14,459		****	*****	*****	51,896
industries on its line \$13 cars.	South Carolina 9,313	58,801	*****	824			68,938
Two large electric gongs have been placed in	South Dakota 40,580	41,125	*****		664		82,369
the station sheds of the New York Central at	Tennessee 148.773	163,651	4,525	1,951	3,098		321,998
Rochester, and as a train approaches either from		282,089	71,818			*****	516,881
the east or west a mile from the station these		10.146	461	1,329	728	*****	
gongs are sounded.	Vermont 50,991		201			*****	63,455
	Virginia 135,388	154,985	*****	2,127	2,341	115	294,956
The freight department of the Southern Pacific	Utah 13,461	67,053	****	1.000	21111	*****	80,514
estimates that the shipments of oranges this	Washington 39,153	51,646	*****	1,668	1,116	*****	93,583
year will be larger than in any previous year,	West Virginia 106,205	91,104	*****	****	*****		197,309
amounting to 8,375 carloads. Last year the road	Wisconsin 268,135	165,528		4,854	7,855	1.314	447.686
brought to Eastern markets 7,000 carloads.	Wyoming 10,072	10,369	486		159	*****	21,086
James Burwick, the Panhandle freight con-	Wyomang Transfer of the Control of t			-			
ductor evangelist, last night began a series of	Totals	6,300,618	185,409	118,945	119,337	16,221	13,818,991
meetings at the Woodruff Baptist Church. He		0,000,010	200, 100				19,010,001
will be here until Dec. 23, and at noon will visit	-States for McKinley-		No.	-Sta	tes for	Bryan-	
the railroad shops and talk to the shopmen.	California New Jersey.	10	Alabama		11 Ne	evada	3
	Connecticut ( New York		Arkansas	8	8 No	orth Caro	ina 11
J. R. Kendrick, vice president of the New	Delaware North Dako	ta 3	Colorado		4 80	uth Caro	lina 9
York, New Haven & Hartford, died suddenly on	Illinois 2 Ohio	23	Florida		4 80	uth Dake	ato A
Friday night. He was for many years general	Indiana 15 Oregon	4	Georgia		12 Te	nnessee .	,ta 10
superintendent of the Old Colony road, and one of	Indiana is Oregon	90	Idaha		9 70	mnessee .	12
the veterans in railroad service of New England.	Iowa 17 Pennsylvania	Idaho					
Col. Frank Barksdale, at the head of the ad-	Kentucky 12 Rhode Island	a 4	Kansas	*********	10 Ut	an	3
vertising department of the Pennsylvania road, is	Maine 6 Vermont	4	Kentuck	у	1 Vi	rginia	12
credited with being the most resourceful man in	Maryland 8 West Virgin	ia 6	Louisiar	a	8 W	ashington	4
that branch of service in the country. His apt	Massachusetts 15 Wisconsin	12	Mississi	ppi	8 W	yoming .	
methods of advertising have placed him in the	Michigan 14		Missour		. 17		
front rank in this class of work.	Minnesota Total	979	Montana		3 ,	Total	100
	New Hampahlm		Nebrask		0 35	cKinley's	
General Manager W. M. Greene, of the Balti-	New Hampsuire 4		.vebrash		O M	CKINIEV'S	ma1 97

THE LONGEST RAILROAD

PROGRESS IN CONSTRUCTION OF THE VAST SIBERIAN ENTERPRISE.

Its Strategic Import Becomes a Matter for General Consideration Throughout the World.

Thomas G. Allen, jrin in New York Herald. The present development of Russian railway enterprise is one of the most significant features of the day, and is a direct outcome of the French rapproachement. French loans are now providing the sinews of war for a recrudescence of Russian activity in Asia, aimed, of course, at England's commercial prospects in the East. The progress of the Trans-Siberian Railway, however, is the point that excites chief interest, especially as to the marked his recent visit to St. Petersburg clearly demonstrates that the route will lie via the open country and easy gradients which

Manchuria can boast? The history of the development of the Trans-Siberian Railway is in itself an admirable example of the good luck that seems never to tire of favoring Russia in all her Eastern projects. When the preliminary details of this great scheme were prepared the most sanguine Russian never dreamed that the fortunes of war, which were to cost his country nothing, would place the most influential Chinese statesman in its power, increased facilities being thus given for the opening up of the shortest possible main route between Europe

The original plan for a Trans-Siberian railway was to follow the circultous valley of the Amoor and its Ussurri affluent to the southernmost Siberian port, Vladivostock, and with this object in view the Ussurri section as far as Khabarvoka has already been constructed inward from the Pacific to meet the section building eastward from Lake Baikal; but now all this is changed. It is established as an open secret that arrangements have been completed through Li Hung Chang during his recent visit to St. Petersburg, by which Russia is privileged to make use of the open country of Manchuria, instead of the mountainous region of the Amoor.

From Nerchinsk, the proposed terminus of the trans-Baikal section, at the head waters of the Amoor river, the line will turn southeastward along the valley of the Sungari, as far as the Manchurian capital, Kirin, whence it is ostensibly proposed to It is generally understood, however, that

strike due east to Vladivostock. when the vantage point of the Manchurian capital has been reached without exciting the apprehension or jealousy of the powers. no icebound terminus, such as Vladivostock would afford, will then be selected, but a suitable port on the Gulf of Pechili. I know, in fact, from personal acquaintance, that Russian surveys are already being made with a view of projecting a private railway from Kirin southward to connect the trans-Siberian through line with the only railway in China now operating northward from Tien-Tsin.

Should it subsequently prove to Russia's advantage, this "purely private" enterprise could at any time be incorporated in the trans-Siberian system. It requires no special perspicacity to surmise that this is really the ultimate intention.

TERMINUS AT CHEFOO. At first Port Arthur was spoken of as the most likely spot to be favored as the Peway, but the latest move rather points to the ultimate selection of Chefoo, which, as is well known, possesses many valuable atments. On the slipper question in general | tractions, climatic and otherwise. A giance at the map will prove that to reach Chefoo the railway will have to make a circuitous sweep, following in great part the route of the present Chinese railway, and taking in Peking and Tien-Tsin on its way. It is not difficult to foresee what this will mean. Sooner or later the line will tap practically the whole of the overland trade of the Chinese empire, and enormously consolidate Russian influence to the exclusion of the others on the Pacific littoral. Signs are not wanting that Russia meditates an all-round move southward. Only by strenuous efforts with ice plows can communication between Viadivostock and the open sea be maintained during the winter, and such a state of affairs all patriotic Russians have long considered inadmissible. A very remarkable article recently published in the inspired columns of the Novoe Vremya deserve attention as showing the trend of public opinion in this matter. It strongly advocates the seizure of a harbor on the southwest extremity of Corea, lying outside the inclosed Sea of Japan, which would give free access to the ocean for Russian war ships, and, by being strongly fortified, command the Straits of Corea at one and the same time

These strategical and naval advantages the ports of Lazareff and Shetsakov do not possess, as they lie on the eastern coast of cupation might be objected to by Japan. Russia has no wish to embroil herself with this nation. It is the dislocation of her policy by the prependerance of British influence that she is anxious to guard against, for whatever may be the opinion in Enganswer is: "Anything that you are sure is land every Russian is fully persuaded that sooner or later the Pacific will be the scene of a clash between the two great powers. To particularize, the martial Eden that is to fulfill all the strategical qualities that Russia demands is the unoccupied port of Mokno, situated on the shores of the Yelow sea, near the mouth of the Yang-San-Kang, a river of large volume, in latitude 34 degrees 47 minutes. This port has lately cooked.'

> ATTENDED TOOL AND STATE OF COST THE COST

been opened to European trade, and a little diplomatic pressure is all that is needed to

A long and flattering catalogue of the strategical, naval, political and commercial capabilities of Mokpo is then enumerated. Possibly they may be exaggerated, but if only a tenth of them is true the undisputed occupation of the place would be a serious blow to British interests, unless, of course, qualifying concessions of equal magnitude were insisted upon. The immediate outlook in the far East, therefore, can hardly be considered promising. Serious political dissensions are certain to arise the nearer Russia advances to the center of political and commercial activity in the Pacific, for, elated by the successful manner in which the construction of the Transcaspian line has handed over to her the Persian and Afghanistan markets, the same stimulating trading tendencies are expected in the eastpolitico-economical world of to-day there is no question fraught with more important consequences than the exodus of the

trans-Siberian Railway. At the time of my recent visit to Siberia, August, 1895, the trans-Siberian Railway was open to general traffic as far as the Ob river, a distance of 882 miles from Cheliabinsk, the terminus of the European railway system at the eastern base of the Urals, and 386 miles beyond the Siberian city of Omsk. The formal opening of the division between the Ob river and Kras-novarsk, which Prince Hillkoff informs me attention paid to Li Hung Chang during | will take place at the end of the present year, will at last establish a complete rail communication of about 3,000 miles between St. Petersburg and the greatest of the Siberian waterways-the Yenesel river. SOME COMPLICATIONS.

Of the three large bridges which were to be constructed along the line up to this point, the one across the Irtish has already been built and in use for over a year, while those across the Ob itself and its eastern branches are expected to be completed by the end of 1897. The building of the great bridge across the Yenesei, the largest along the line, was formally commenced Sept. 1 of the present year. Over the steppe and undulating country

which lies between the Urals and the Yenesei river, the construction of the transand the Pacific-between St. Petersburg Siberian Railway has been comparatively easy and inexpensive-I am informed about \$15,000 per mile, but the mountainous regions from Krasnoyarsk to Irkutsk, and from Lake Baikai to the Amoor river, where separate sections of the line are now in the course of construction, require much more engineering skill and pecuniary out-

It is expected that the former section between Krasnoyarsk and Irkutsk, the East Siberian capital, will be completed by the end of 1897. I cannot share in the general opinion that the trans-Siberian railway was designed chiefly for stratecompletion of this transcontinental highway will enable Russia at very short notice to fill up the weak gaps along her sparsely settled Chinese flank and at the same time to open up an avenue for the ready transport of troops to the Pacific littoral. thereby greatly augmenting her influence

in Eastern waters. Nevertheless, the commercial development of Siberia, which, with every encouragement from the government, is following rapidly in the wake of this opening enterprise, seems to me to have been the paramount object in the minds of its originators. The Emperor himself, who is president of the board of directors for the trans-Siberian Railway, is taking the liveliest personal interest in the matter of Siberian immigration. This is one of the first uses to which the railway is being put, and in consequence more than one hundred thousand immi-

grants were transported last year at the nominal rate of 1 mill per mile. The governors of the various provinces have been instructed to defer other duties in order to attend to the distribution of free land and timber promised to the immigrants, many of whom have been obliged to return to European Rusia through the in-ability of the officials to cope in time with the overwhelming tide of applications. New towns are springing up all along the line, and the populations of the old ones rapidly increasing, especially in the trading quarters. Novo Nichoaevsk, which now ies at the junction of the trans-Siberian Railway and the Ob river system, one of the most advantageous commercial positions along the route, has sprung up like mushroom in the very heart of the wilderness, and to-day it is impossible to buy a piece of land there within one mile radius of the station house.

The teeming valleys of the southern Ob and Yenesel rivers are already being tapped to supply the untilled steppe lands of western Sibera on the one hand, and the untillable mountainous districts of eastern Siberia on the other, thus giving full play to the natural laws of compensation. Not five years ago, during the bread famine in eastern Siberia, when wheat in Irkutsk was selling for \$1.50 per pound, it could be bought in Bernaul, in the Ob valley, for about 8 cents. To correct such internal defects as this

as well as develop the latent resources of the country, is, in my opinion, the chief purpose of the trans-Siberian railway. Like the trans-Caspian line to Samarcand, the trans-Siberian railway was decided with very little preliminary discussion or investigation. Alexander III simply wrote: "Let there be a line," and a line there is, every day more rapidly approaching to completion. There is hardly a doubt that the impulse to construct the trans-Siberian line was largely derived from the successful completion of the Canadian Pacific Railway and its subsequent development of the Brittish North American possessions. in many respects Siberia is to Russia what the Corean peninsula, and, again, their oc-cupation might be objected to by Japan. age, full of magnificent resources, only waiting to be developed.

The Fatted Calf. Washington Star.

"I dunno ez the prodigal son was so very bad, after all," said Mrs. Corntossel. "He wa'nt no good to his family." her husband rejoined. "That's a fact. But when he got home didn't hev no more ter say. Ef he'd been like most o' the men folks nowadays the fust thing he'd done would of been to find fault with the way the fatted calf was

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